

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

DRAFT 4-19-2010

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name J. J. Krehbiel and Company Carriage Factory

other names/site number Carriage Factory Art Gallery; 079-4000-0312

2. Location

street & number 128-130 E 6th Street

☐ not for publication

city or town Newton

☐ vicinity

state Kansas code KS county Harvey code 079 zip code 67114

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this x nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property x meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide x local

Signature of certifying official

Date

Title

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I, hereby, certify that this property is:

 entered in the National Register

 determined eligible for the National Register

 determined not eligible for the National Register

 removed from the National Register

 other (explain:)

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply)

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

Category of Property

(Check only **one** box)

<input checked="" type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
2		buildings
		district
	1	site
		structure
1		object
3	1	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Commerce/Trade: Specialty Store

Current Functions

(Enter categories from instructions)

Recreation/Culture: museum (art gallery)

7. Description

Architectural Classification

(Enter categories from instructions)

Commercial style

Materials

(Enter categories from instructions)

foundation: Stone

walls: Stone and brick

roof: Built up asphalt

other:

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary.)

Summary

Newton developed when the Santa Fe Railroad extended west to cross the Chisholm Trail in 1870. For a little more than a year the town was a wide-open cowtown trailhead. When the railroad reached Wichita in 1872, the farmers and merchants restored order and the town focused on its' role as a railroad center for the agricultural community. Agriculture and the railroad are still important in the Newton community. The train station is only a block to the south and the largest flourmill is a block to the east. The main commercial district is less than a block to the west. Many of the original buildings have either been demolished or destroyed by fire. Fires in 1914 and 1915 destroyed several city blocks nearby to the west.

There are two adjacent buildings on the nominated property at 128-134 E. 6th, and they appear much as they did in 1911 when the largest building at 128 was constructed. They are typical of the commercial and small industrial buildings of the time with little ornamentation and rather plain, unadorned brick facades with extended parapets. These buildings are among the oldest within a several block area that remain. With the exception of a small shop directly across the street they are the only remaining structures in the 300 block of E. 6th that have not been demolished. The buildings on the west end of the block were destroyed in the 1914 fire.

The new use as an art gallery is appropriate as J.J. Krehbiel's son, Albert Henry Krehbiel, became a well-known American artist who spent much of his teaching career at the Chicago Art Institute. The Carriage Factory Art Gallery has nine of his oil paintings and there are also some of his works at the Louvre in Paris. The sketch (Figure 1) was done when Albert was 20 years old, working for his father in the carriage factory and his accompanying text describes those employees working at the carriage factory.

Narrative Description

128 E. 6th Street (1911, contributing)

Exterior

The Newton Fine Arts Association moved rent-free into this abandoned building in 1963. It was cleaned up and surface repairs were made, and in 1993 the Railroad Savings and Loan of Newton gave the building to the organization. The building was then carefully rehabilitated in 1994-96 to as near original condition as possible while making it viable for a use other than a carriage factory. The building is at its original location at 128 E. 6th St. and retains its original 34 x 78 foot configuration. The two-story structure has native limestone side and rear walls with a brick façade on the front or south side. Near the bottom of the parapet the brick is stepped to create a shadow effect. The cast iron column supports between the large plate glass front windows bear the logo "Newton Foundry, Newton, Kansas". Near the top center of the front façade is a stone engraved as follows: J. J. Krehbiel, 1911 reflecting Edgar Krehbiel's honoring of his father, John Jacob Krehbiel, as the founder of the business.

The rehabilitation began in 1994 with the removal of the modern metal façade, which revealed the original brickwork and allowed tuck-pointing of the brick and the installation of the missing glass and windows to near original appearance. With the exception of a slight modification of the entry door configuration, the front façade appears much as it did when constructed in 1911. There are 6 double-hung 1/1 wood windows with stone sills on the upper floor and a row of transom windows with original textured glass below on the first floor. Above the transom windows is an exposed metal beam with flower medallions, which hold the ends of the tension rods. The beam is supported by the metal columns and carries the weight of the upper brick façade.

The east façade is limestone with 6 brick arched double-hung wood 1/1 windows on the 2nd floor and 4 double-hung wood windows on the first floor which were replaced after having been blocked up sometime in the past. All of the windows on the east sides have brick sills and brick arches. The original – although no longer functional – brick chimneys were retained above the roof line.

The limestone rear elevation retains the double doors on both the first and second floors where carriages were moved in and out of the building, although a metal stairway was added from the second floor as a fire exit. Windows at the rear of the first floor were blocked in to facilitate interior uses although their outlines are still apparent and the brick arches remain. The 4 second-floor 1/1 double-hung wood windows replaced non-original casement windows and retain the original brick arches and sills.

The limestone west elevation was originally a party wall with the Claassen Flour Mill, which was demolished in 1963. A new smaller structure was built by Kansas Gas and Electric for office use. The exposed party wall was cement coated to protect it from the elements.

There is a flat built-up asphalt roof with two large original skylights with a parapet wall on the front and the back with a stone cap on the front portion.

The rehabilitation received a Kansas Preservation Alliance Award of Excellence in 1999.

Interior

Wagons, carriages and buggies, were originally constructed on the first floor then hoisted by pulleys to the top floor where they were painted and finished. They were then run down a ramp on the north, back, end of the building. The original tin ceiling and the pulleys were retained in the rehabilitation. The original large support columns are a major component in the main first floor gallery. Double door openings at the rear of both floors were also retained and new doors in the style of the original were put in place. On the second floor the openings for two large skylights, which provided daylight for painting, were retained but new watertight skylights were installed. The concrete floor was retained and covered with carpet. The first floor limestone walls (except for a small area near the front door) had deteriorated plaster removed and recovered with sheetrock. Most of the limestone walls on the second floor remain exposed.

The changes which were made to accommodate the facility as an art gallery included an office, two restrooms, an elevator, a small kitchen, a storage-mechanical equipment room and a new stairway. Most of these changes were concentrated at the rear of the building in order to retain a large open space near the front entry and windows. (See floor plan, Figures 2 & 3)

130 E. 6th Street (1883, contributing)

Exterior

The second building on the site is the original structure built by Mr. Krehbiel for his carriage building business in 1883. It too is in its original location and consists of a 22x32 foot, two-story brick structure adjacent to the east of the newer 1911 building.

Again, the first step in the overall rehabilitation process was the removal of the front metal façade. A new double front-door was installed on the first floor based on historic photographs as were the two replacement 4/4 double-hung wooden windows. The double doors and two 4/4 arched double-hung wood windows on the second floor were rebuilt and retained. The east (side) elevation originally had four arched 4/4 doublehung wood windows on the first floor and the same on the second floor but for structural reasons the end windows on each floor were filled in with brick so that the outlines are clearly apparent. All of the windows have concrete sills including those that were filled in with bricks. There is a one-story 10 x 12 concrete block addition at the rear. The rear arched doorway has a replacement metal door. The second floor retains all three of its brick arched 4/4 double-hung wood windows with concrete sills. The building has a built-up asphalt roof, which was rebuilt during the rehabilitation. When the Fine Arts Association acquired this building, structural engineers recommended that it be demolished. The tenacity of the arts association and the deep pockets of J.J. Krehbiels great grandsons, John and Fred Krehbiel, found a way to stabilize the structure.

Interior

When the buildings were used to build carriages, there were doors on each floor connecting the buildings. In later years, the second floor of this older building had been sealed off and the only access was via a ladder and window. Prior to rehabilitation, graffiti from the carriage-building days was discovered and some of it is retained on an original wooden partition on the second floor. There are exposed wood second-floor joists on the first floor revealing the holes made when knob-and-tube wiring was installed in the building. The original wood floor was long ago replaced by a concrete floor, which is covered with carpet.

In dealing with the structural problems, large steel beams were added to support the second floor joists, but they are concealed except in a storage area at the rear of the building. Most of the space within the building consists of one large room as it was historically. There is a new sheetrock partition at the rear to conceal a storage area and some sheet rock on the ceiling to conceal the large steel beams and the heating system duct work, but done in such a manner as to not to destroy the original configuration of the area.

134 E. 6th Street (1995)

Park (1995, non-contributing site)

Fence (circa 1883, contributing object)

The original Krehbiel home was at 134 E. 6th Street on corner lots 32 and 34 adjacent to the east of the carriage factory. When J. J. Krehbiel purchased the property in 1879, it contained a small house, which was replaced in 1885 with a large brick home where his family lived until they moved to North Newton across from Bethel College. Later the original homestead was used as a funeral home before being razed in the 1940s.

By the time the property was repurchased by J.J. Krehbiel's great-grandson, Fred Krehbiel, and given to the Newton Fine Arts Association for use as a park, the house had been demolished. It had been replaced with a one-story nondescript cinder block building with several storefronts. It was vacant and in disrepair at the time of purchase and was razed. The lot was then cleared and new dirt hauled in for the park.

Architect Michael Sizemore Jr. designed the current park. The primary entrance to the park, which is open to the public, is just east of the Carriage Factory buildings on Sixth Street. It is also accessible at several other locations. Walkways were completed and a circular concrete area was reserved for a fountain. The fountain was obtained in London by Fred Krehbiel, given to the Arts Association and shipped to Newton. The fountain dates to the 1860s. The original wrought iron fence made by the Stewart Iron Works of Wichita, Kansas, and which surrounded the Krehbiel residence, had been relocated to another property in Newton, but was donated to the Arts Association and reinstalled in its original location. It now encloses the park. Victorian-style lamps and landscaping was added to complete the project in 1995. The Harvey County Historic Society then donated a wrought iron historic marker detailing the life of the Krehbiel family and the carriage factory.

8. Statement of Significance**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- ☐ A Owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Commerce

Architecture

Period of Significance

1883-1921

Significant Dates

1883, 1911

Significant Person

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Period of Significance (justification)

The Period of Significance begins in 1883 with the construction of the building at 130 E. 6th and includes the construction of the building at 128 E. 6th in 1911 and their combined use as a carriage factory and auto repair facility until 1921 when the last of the Krehbiels owned the building.

Criteria Considerations (explanation, if necessary)

N/A

Statement of Significance

Summary

The J. J. Krehbiel Carriage Factory buildings are nominated to the National Register of Historic Places at the local level of significance under Criterion A in the area of Commerce. Although there was at least one other carriage builder in Newton before 1900, by 1898 there is a newspaper article referring to that building as being abandoned whereas Krehbiel was prosperous and his carriages were known for their quality materials especially the use of hardwoods and workmanship. Purchasers came from up to 50 miles away because of this quality.

The buildings are also nominated under Criterion C, which recognizes the distinctive characteristics of both the method and materials of construction typical of commercial buildings of the time period around the end of the 19th and early 20th Centuries. These sturdy buildings lack much in the way of ornamentation and instead are rather straightforward and utilitarian as was typical of small town and particularly Mennonite frugality. Many similarly constructed local buildings in this part of Newton were destroyed in the fires of 1914 and 1915. Other local buildings have been torn down and replaced or altered from their original construction and appearance. As a result, these extant buildings are representative of many of the buildings that no longer exist in Newton.

Elaboration

In 1871, Newton was platted as a 640-acre town by Thomas J. Peter superintendent of the Atchison, Topeka, and Santa Fe Railroad. The town was named in honor of Newton, Massachusetts, from where several of the company's stockholders originated. The arrival of the railroad to Newton allowed the town to become the terminus of the Chisholm Trail where Texas cattle to be shipped east by rail.¹

By 1872, town founders J.W.P. Muse and R.M. Spivey sold land and city lots from their land office promoting the growth of Newton. AT&SF recruiter Carl B. Schmidt made several trips to Europe in the hopes of gaining the interests of emigration to Kansas. Between 1873 and 1883, 15,000 German-Russian Mennonites immigrated to Kansas and many of those to the Newton area.²

Relying on the success of the railroad, Newton continued to expand until the early 1890s when hard times hit. The railroad had abated and three of Newton's banks failed. By 1895 nearly one-half of the pre-depression population of Newton had left. As quickly as the railroad had precipitated the downfall, a period of new growth began in 1899. The AT&SF brought 1,000 new workers to town in an effort to expand and develop the railroad. Newton was designated as a railroad division point and the pay roll of those employees amounted to about \$85,000 per month.³

Further growth occurred with the abundance of natural gas discovered in the area. Newton became a manufacturing city with the following manufacturers by 1912: a grain drill factory, an alfalfa mill, a wagon works, a threshing machine factory, cornice works, and a number of small plants devoted to various productions.⁴

With this development came a need for blacksmiths, who accommodated the needs of rural farmers and their families as well as urban businesses and residents. Blacksmiths created, repaired, and maintained farm

¹ William G. Cutler, *History of the State of Kansas* (Chicago: Andreas Publishing Co., 1883). Accessed at: <http://www.kancoll.org/books/cutler/harvey/harvey-co-p2.html#NEWTON>.

² Christy Davis, "McKinley Residential Historic District" National Register nomination, 2008. Accessed at: http://www.kshs.org/resource/national_register/nominationsNRDB/Harvey_McKinleyHistoricResidentialDistrictNR.pdf

³ Frank Blackmar, *Kansas: A Cyclopedia of State History*, vol. 2 (Chicago: Standard Publishing Co., 1912), 367. Accessed at: <http://skyways.lib.ks.us/genweb/archives/1912/n/newton.html>

⁴ Ibid.

machinery, and provided unique tools and machines for farmers, which often could not be purchased anywhere else. Blacksmiths also repaired domestic and kitchen tools. Horses were shod and wagon wheels repaired at blacksmith shops. Masters at metallurgy, blacksmiths would soon learn the art of vulcanization. Rubber would be adhered to the wooden wagon wheels to allow for a better ride and longer lasting wheels. Changes in technology brought about an evolution in transportation. As the automobile replaced travel by horse and wagon, blacksmiths adapted their skills to repairing automobiles.⁵

Krehbiel & Company Carriage Factory

In 1879 at age 41, John Jacob Krehbiel arrived with his wife and seven children in Newton from Denmark, Iowa, where he had been a wagon manufacturer.⁶ They settled in a community of Mennonites who had begun arriving in Harvey County from Russia, Switzerland, Germany, and Pennsylvania in 1873. Krehbiel promptly purchased the wood-frame Angood blacksmith shop at 128 E. 6th and the three lots and small house adjacent to the east. The site was less than a block from Newton's Main Street and near many of the commercial buildings. There was a flourmill next door to the west and a lumberyard across the street. In 1883, he bought out his business partner, George Epps, and became the sole owner. He then expanded his business and built the two-story, brick "wagon and carriage factory" at 130 E. 6th. An advertisement in the 1902 city directory notes Krehbiel's range of services and stock: "J.J. Krehbiel Manufacturer of and Dealer in Carriages, Buggies, Farm and Spring Wagons, Bicycles at Wholesale and Retail as well as all sorts of Wagon and Carriage Material. Also Wright's Springs and Seats for Farm Wagons."⁷ (See Figure 7) Subsequent early twentieth century directories list their services as blacksmithing, wagon building, horse shoeing, and plow working. The 1911-1912 city directory was the first to note the Krehbiels' auto repair service.⁸

In 1903 he sold the business to his eldest son Edgar, who was the only one of his five sons to show an interest in carriage making.⁹ In 1911, Edgar expanded the business and built a new two-story stone and brick building at 128 E. 6th to replace the original wood-frame blacksmith shop. The new building was more than double the size of the 1883 building at 130 E. 6th and contained large front windows that provided a showroom for his carriages and additional space to work on automobiles, which were rapidly replacing horse drawn vehicles. There is an engraved stone labeled "J. J. Krehbiel 1911" on the second story façade in honor of Edgar's father. Edgar continued to make farm wagons, buggies, and carriages and expanded his business to service and repair automobiles until 1921 when he sold the business to Arthur Symms. After the sale of the business, Edgar and his family for family health reasons moved to Colorado. Symms continued in the carriage and automobile business until 1930.

J. J. Krehbiel, whose father had been a Mennonite preacher in Lee County, Iowa, was active in the development of several local Mennonite institutions. Krehbiel, Berhard Warkentine, and Reverend David Goerz co-founded Bethel College in North Newton, Bethel Deaconess Hospital in Newton and the Mennonite Mutual Aid Society, which now extends nationwide. Each of these accomplishments exists today although two by other names.

⁵ Glen Lojka, "Cuba Blacksmith Shop" National Register nomination, 2009. Accessed at: http://www.kshs.org/resource/national_register/nominationsNRDB/Republic_CubaBlacksmithShopNR.pdf; See also: Elizabeth Zahm, "Transue Brothers Blacksmith and Wagon Shop" National Register nomination, 2009. Accessed at: http://www.kshs.org/resource/national_register/nominationsNRDB/Marshall_TransueBrothersBlacksmithandWagonShopNR.pdf

⁶ Blackmar, *Kansas: A Cyclopedia of State History*, vol. 3, 339-340.

⁷ *Directory of the City of Newton*, (Newton, KS: Fritz & Reynolds, 1902), 24. This directory lists three carriage manufacturers and five blacksmiths.

⁸ *Prewitt's Newton, Kansas Directory for 1911-1912* (Springfield, MO: Prewitt Directory Co., 1911), 77. Other auto-related ads began appearing in this issue of the directory. For example The Newton Carriage works advertised, "We Make Auto Tops". Another auto dealer in Newton, the Broadway Garage Company advertised on page 23 that they were dealers of Buicks, Overlands, Carter Cars, and Warren Detroit automobiles. This directory listed five businesses under the heading *Automobiles and Repairing*, seven blacksmiths, one carriage manufacturer, and there was no heading for wagon builders.

⁹ J. J.'s son Albert Henrey Krehbiel (1873-1945) became an accomplished impressionist painter and muralist. Another of his sons, William John Krehbiel, served as the long-time editor and publisher of the *McPherson Republican* newspaper.

The two adjacent buildings at 128 and 130 E. 6th look much as they did in 1911 even though they have been used for a number of different uses in the intervening years. They are typical of the commercial and small industrial buildings of the time with little ornamentation and plain brick facades with extended parapets. With the exception of a small shop directly across the street they are the only remaining structures in the 300 block of E. 6th that have not been demolished. Fires and demolition have contributed to make these two structures some of the oldest remaining commercial structures in the downtown area.

9. Major Bibliographical References

Bibliography

- Blackmar, Frank. *Kansas: A Cyclopedia of State History*, vol. 3 (Chicago: Standard Publishing Co., 1912).
- Carlson, Kleila. "Newton's restored Carriage Factory". The Hutchinson News, (Hutchinson, Kansas), 4 September 1983, p.9.
- Crichton, William M. and Frank F. Kelly. 1905-06 Directory City of Newton. Newton, Kansas: Democrat Publishing House, 1887.
- Cutler, William G. *History of the State of Kansas*. Chicago: Andreas Publishing Co., 1883.
- Davis, Christy. "Rediscovering Newton: An Interpretive Architectural History". Master's Thesis, Wichita State University, 1999.
- Elliot, Lisa. "Former Carriage Factory Gets New Life As Art Gallery", 125th Anniversary – Special Section A. The Newton Kansan, (Newton, Kansas), 21 August 1997.
- Kansan Staff. "Carriage Factory recognized". The Newton Kansan, (Newton, Kansas), 29 April 1999, p.1.
- Krehbiel Corporation. Krehbiel, Life and Works of an American Artist, Washington, D.C., Regnery Gateway, 1991.
- Krehbiel, W.J. History of One Branch of The Krehbiel Family. McPherson, Kansas: Press of Daily Republican, 1950.
- "Local art association to hold grand opening of Carriage Factory Gallery". The Newton Kansan, (Newton, Kansas), 23 September 1983, p9A.
- Lojka, Glen. "Cuba Blacksmith Shop" National Register of Historic Places nomination. Topeka, KS: Kansas State Historical Society, 2009.
- Newton Chamber of Commerce. 1926-27 Directory Newton and Harvey County Kansas. Newton, Kansas: The Kansan Publishing Co., 1927.
- "Newton, Kansas, The Miracle of The Plains". Kansas Cowboy, (Ellsworth, Kansas), November/December 2009, Vol. 14 #1, p.1.
- Personal interview with Fred Krehbiel, Co-chairman, Molex Inc., Lisle, Ill., 10 June 2009.

Personal interview with George Krevins, Architect, PKHLS Architects, Newton, Kansas, 24 February 2010.

"Pioneer businessman passes away". The Evening Kansan-Republican, Newton, Kansas, 12 March 1921, p.6.

Prewitt's Newton Kansas City Directory. Springfield, Mo.: Jewel Publishing Co., 1906, 1911.

Sanborn Fire Insurance Company maps, Newton, Kansas, 1885 and 1915.

The Newton Kansan, August 22, 1922, "Fiftieth Anniversary Issue, 1922.

Toeys, Dudley Dodgin. Newton, Remembering Yesterday, Newton, Kansas: Kansas Preservation Alliance, 1994.

Unknown. "History of the Carriage Factory Gallery and the John Jacob Krehbiel Memorial Park, Newton, Kansas". Newton Fine Arts Association: Newton, Kansas, 1995.

Warranty Deed, p. 155. County of Harvey, State of Kansas, Newton, Kansas, 1879

Zahm, Elizabeth. "Transue Brothers Blacksmith and Wagon Shop" National Register of Historic Places nomination. Topeka, KS: Kansas State Historical Society, 2009.

Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67 has been Requested)

☐ previously listed in the National Register

☐ previously determined eligible by the National Register

☐ designated a National Historic Landmark

☐ recorded by Historic American Buildings Survey # _____

☐ recorded by Historic American Engineering Record # _____

Primary location of additional data:

☒ State Historic Preservation Office

☐ Other State agency

☐ Federal agency

☒ Local government

☒ University

☐ Other

Name of repository: _____

Historic Resources Survey Number (if assigned): 079-4000-0312

10. Geographical Data

Acreage of Property Less than one acre

Approximately 140 feet by 175 feet or just over ½ acre

UTM References

(Place additional UTM references on a continuation sheet)

1 14 645370 4212330
Zone Easting Northing

2 _____
Zone Easting Northing

3 _____
Zone Easting Northing

4 _____
Zone Easting Northing

Verbal Boundary Description (describe the boundaries of the property)

Lots 28, 30, 32 and 34 in Block 32 City of Newton plat

Boundary Justification (explain why the boundaries were selected)

These are the lots owned by J. J. Krehbiel and his son, Edgar, from 1879 until 1921 and by the Newton Fine Arts Association from 1994 until the present.

11. Form Prepared By

name/title Robert Pomeroy, President, Board of Directors

organization Newton Fine Arts Association

date February 8, 2010

street & number 8 Indian Lane

telephone 316-283-5576

city or town Newton

state KS

zip code 67114

e-mail rdpomeroy@cox.net

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Krehbiel & Company Carriage Factory

City, County, State: Newton, Harvey County, Kansas

Photographer: Katrina Ringler

Date Photographed: Photos 1-8 and 12-14 taken Nov 18, 2009; Photos 9-11 taken Feb 25, 2010

- 1 of 14 128 E 6th (left) and 130 E 6th (right), showing front (south) elevations, facing NW
- 2 of 14 Storefront of 128 E 6th, facing E
- 3 of 14 Second story exterior of 128 E 6th, facing N
- 4 of 14 Close-up of storefront with Newton Foundry stamp, facing N
- 5 of 14 Front (south) elevation of 130 E 6th, facing ENE
- 6 of 14 Side (east) elevation of 130 E 6th, facing W
- 7 of 14 Rear (north) elevation of 130 E 6th and side (east) elevation of 128 E 6th (right), facing S
- 8 of 14 Rear (north) elevation of 128 E 6th, facing S
- 9 of 14 Memorial park and plaque at 134 E 6th, facing W

Krehbiel & Company Carriage Factory
Name of Property

Harvey County, Kansas
County and State

10 of 14 Memorial park at 134 E 6th, facing N
11 of 14 Fence surrounding memorial park, facing W
12 of 14 First floor interior of 128 E 6th
13 of 14 Second floor interior of 128 E 6th
14 of 14 Second floor interior of 130 E 6th

Property Owner:

(complete this item at the request of the SHPO or FPO)

name Newton Fine Arts Association
street & number 128 E. 3rd St. telephone (316) 284-2749
city or town Newton state Kansas zip code 67114

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

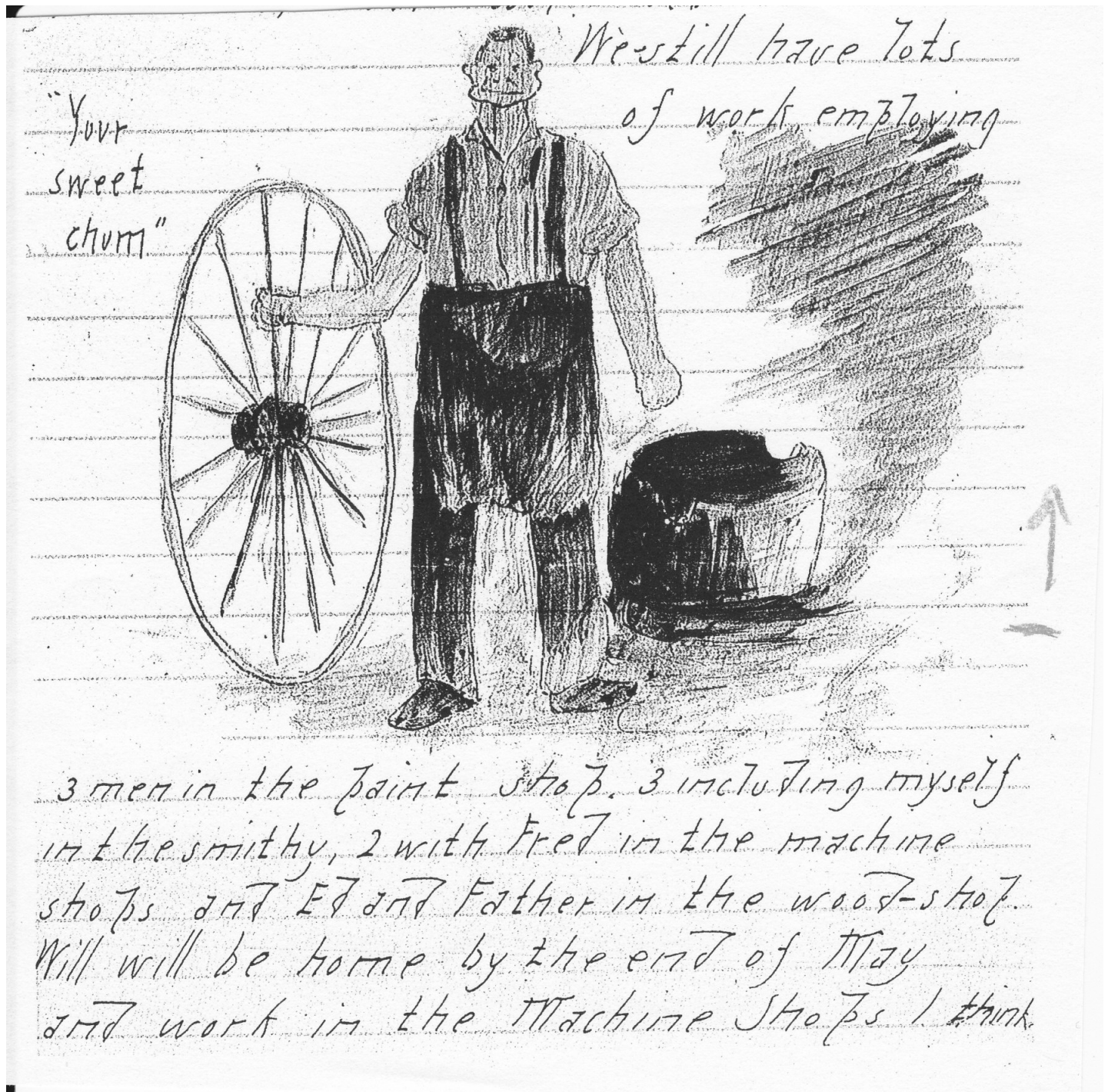


Figure 1: Albert Henry Krehbiel drew this when he was 20 years old working for his father in the carriage factory.

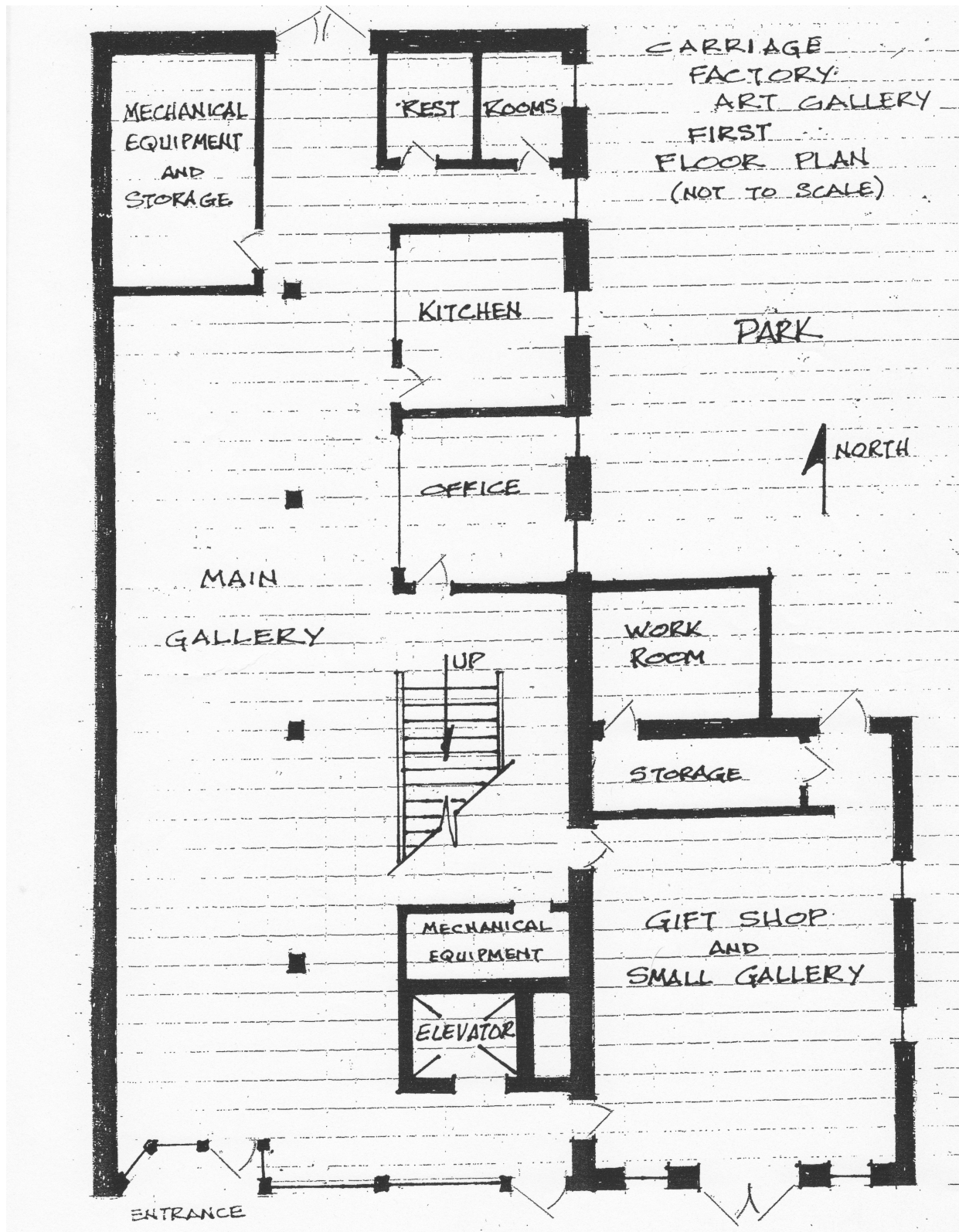


Figure 2: 128 E 6th (left) and 130 E 6th (right), first floor.

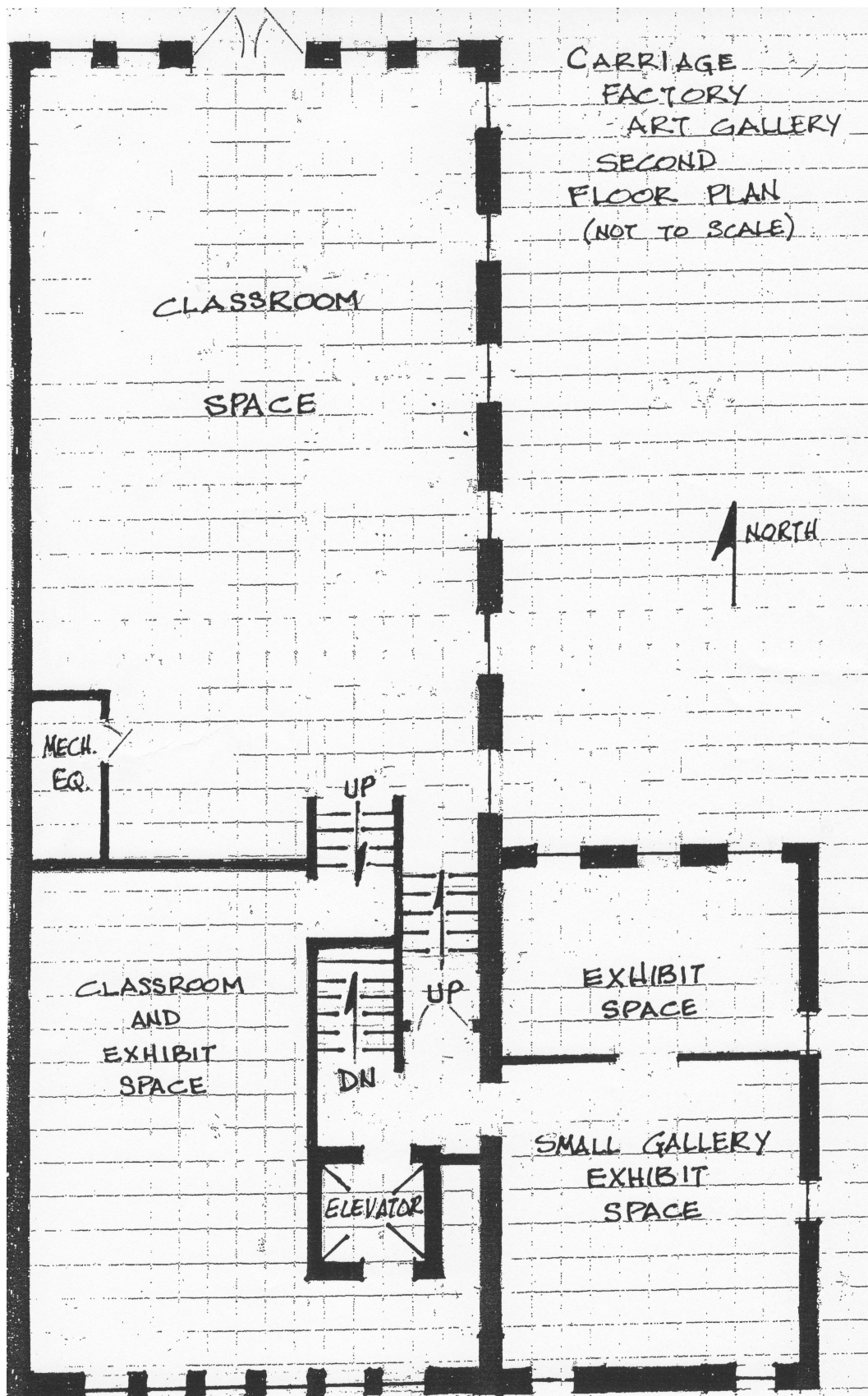


Figure 3: 128 E 6th (left) and 130 E 6th (right), first floor.

Figure 4 - September 1884 - Sanborn Fire Insurance Map

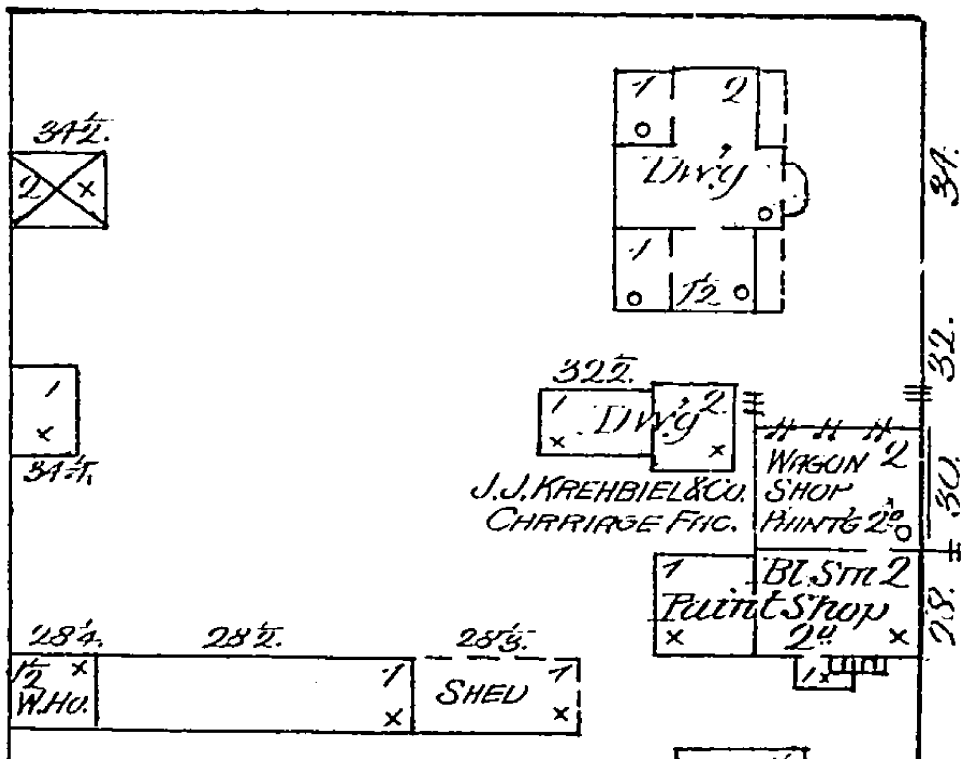


Figure 5 - November 1896 – Sanborn Fire Insurance Map

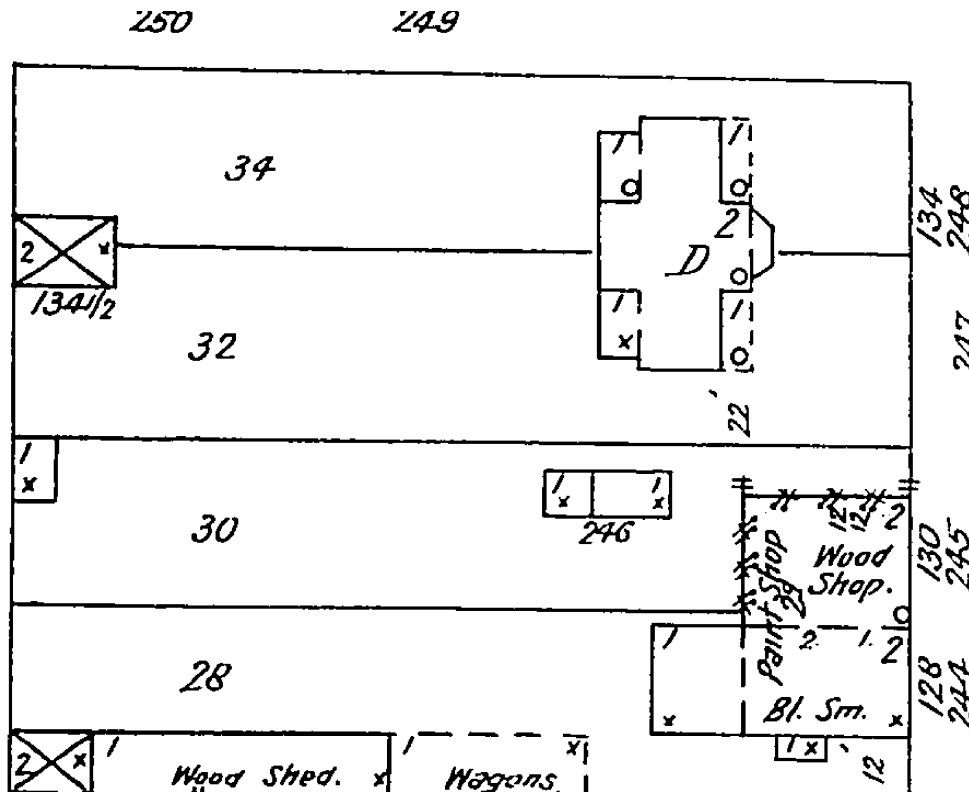


Figure 6 - June 1915 – Sanborn Fire Insurance Map

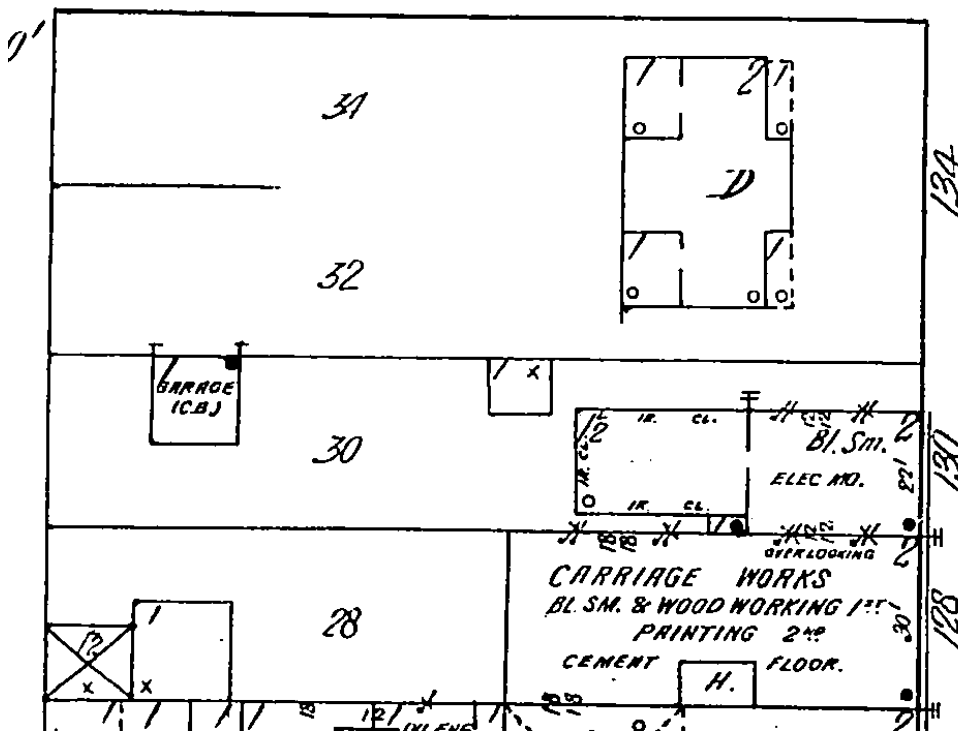


Figure 7: Source: *Directory of the City of Newton*. Newton, KS: Fritz & Reynolds, 1902: p. 24.

J. J. KREHBIEL,
Manufacturer of and Dealer in
Carriages, Buggies, Farm and Spring Wagons, Bicycles
AT WHOLESALE AND RETAIL
As well as all sorts of Wagon and Carriage Material. Also
Wright's Springs and Seats for Farm Wagons.
Newton, Kansas.